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TAB C

Inventory of Motor Vehicles In Iron-Curtain Countries

Inventory figures, as published in the "World Motor Census" for 1951, 1952, and 1953 have been found fairly accurate, except for the published figures for the USSR and Czechoslovakia in the 1951 and 1952 editions; the 1953 edition is believed to contain a more reasonable estimate of the 1952 inventory for the USSR. All sources exploited for this purpose are unclassified, although classified documents were used as a check for accuracy and completeness.

The total 2,222,000 units in 1953 obtained for the USSR was projected from the 1,800,000 figure given by the "World Motor Census." To this base was added an announced production rate increase of 20 percent from 1950 to 1955 and an estimated retirement rate of 10 percent per year was subtracted. The resultant figure has a probable margin of error of plus or minus 5 percent. However, it is not known whether or not military vehicles are included. If they are not the total inventory may be increased by as much as 20 percent.

Projecting reliable information for 1945 to 1950 for China, a total inventory figure of 71,000 units is produced. This figure has an EME of plus 30 or minus 5 percent to allow for military vehicles.

For Albania, no recorded increase is available; however, the "World Motor Census" figures of 2,000 total units for 1952 is believed to be a fair estimate of the 1953 inventory. A plus 15 percent or minus 5 percent EME must be allowed for military vehicles.

Bulgaria, like Albania, has had no increase over the 1952 figure of 14,500 total units. Military vehicles may or may not be included so that the total figure has an EME of plus 20 or minus 5 percent.

Since very little information after 1948 exists for Czechoslovakia, estimates had to be made for each year thereafter. Based on figures prior to 1948 it is possible to estimate the probable increase in inventory from domestic production. Based on production prior to 1948 production figures for trucks and buses have been increased by 1,000 units each year. This allowed increase would be adequate, excluding exports and imports. A retirement rate of 10 percent has also been deducted for each year after 1948. The resulting figure of 71,300 units for 1953 is the best available at this time. An EME of plus 40 percent is allowed for military vehicles and exports, or 25 percent if military vehicles are included. A similar procedure was followed when estimating the increase in passenger car inventory since 1948, however, the production figure was not increased by 1,000, instead a yearly production of 21,000 remained constant. Any increase in production was most likely exported. This figure also has an EME of plus 15 or minus 5 percent for military vehicles.

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Hungary has had no appreciable increase in vehicle inventory since 1950. Therefore, the 1950 figure remains as a good estimate for 1953. An RME of plus 15 or minus 5 percent is allowed for military vehicles.

The estimate for Poland is based on a straight line graphic projection using figures given prior to 1947 and more recent figures for 1949 and 1952.

The estimate for Romania is also based on a straight line graphic projection using figures prior to 1948 and 1949 and 1952 figures. It is not known whether military vehicles are included for either Poland or Romania and both totals have an RME of plus 15 or minus 5 percent.

Figures for East Germany have not been included since this country is omitted in the 1953 edition of the "World Motor Census."

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